

Meeting Notes
CALFED Bay-Delta Program North Delta Improvements Group
Thursday, April 4, 2002 at 9:30 am in room 1142

Attendance List:

Aimee Dour-Smith	Jones and Stokes
Bellory Fong	CALFED
Bob Nozuka	DWR, Central District
Brad Burkholder	DFG
Boone Lek	DWR / Rec. Board
Carl Wender	USBR
Chris Kimball	DWR
Chuck Vogelsang	CALFED
Collette Zemitis	DWR
Craig Crouch	Sacramento County DWR
Don Trieu	MBK Engineers
Gil Labrie	DCC Engineering
Gilbert Cosio	MBK Engineers
Grant Kreinberg	SAFCA
Gwen Knittweis	DWR North Delta
Margit Aramburu	Delta Protection Commission
Michael Norris	DWR / SWP Planning
Mike Callahan	San Joaquin County Public Works
Mike Eaton	The Nature Conservancy
Patricia Fernandez	CALFED
Robert Clark	CCVFCA / NDWA
Rob Cooke	CALFED
Roger Lee	DWR Reclamation Board
Rosalie del Rosario	NMFS
Sara Martin	Jones & Stokes
Susan Davis	Jones & Stokes
Topper Van Loeben Sels	NDWA, DPC
Walter Hoppe	Point Pleasant

Introductions and Welcome – Aimee Dour-Smith, Jones & Stokes

After a round of introductions, the meeting got underway as Aimee asked for comments/changes to the last meeting's notes. Walt Hoppe made a correction to the sixth line down in the "Other Project News" section on page three. The sentence should read: "to perhaps turn the land west of I-5 to a Yolo Bypass-type refuge and have similar agreements with landowners in that area to those agreements in the Yolo Bypass", instead of "east of I-5". If there are any more changes to be made to the previous meeting's notes or this meeting's notes, please direct them to Sara Martin, at smartin@jsanet.com.

Margit Aramburu recommended that at the next NDIG meeting, Ron Ott hold a briefing on the second-year results from the DCC studies. The 2001 data was unveiled at Asilomar in February.

Project Area Map – Aimee Dour-Smith, Jones & Stokes:

A draft project area map was presented. The map was based on the idea that the North Delta project would incorporate ERP-only actions; therefore, it included a larger area than the primary flood control action-area. However, a recent decision to separate ERP-only actions from the flood control project may change the final project area boundary. The draft project area is bound on the west by the Sacramento River, the south by the San Joaquin River, and the east by the Calfed Delta Eco-Zone. The northern boundary, now shown to follow the south bank of Morrison Creek above the Beach Lakes/Stone Lakes area, may be refined.

Because the project will not include ERP-only actions, Aimee asked the group if they thought the project area should be made smaller (e.g., the northern boundary brought south from Morrison Creek to perhaps the confluence of the Mokelumne and Cosumnes Rivers). This way, the project area would include only the areas in which flood control actions will be implemented. Aimee stressed that the “project area” consists of only the areas in which actions will be implemented. The hydraulic model boundaries and study area boundaries are much larger. The group stated that it seemed premature to draw a project area map before the project alternatives are better defined.

Some criteria suggested for the establishment of project area boundaries included the following.

- If part of an island is included in the area, then the whole island should be made part of the project area.
- If an action does not take place in the interior of an island, or if it is implemented in the channel adjacent to an island, then the whole island should not have to be included in the project area.
- Include as many public lands in the project area as possible
- Create several different project area maps according to the type of actions to be implemented (i.e., different maps for flood control actions, ecosystem restoration, and recreation).
- Add a disclaimer to the map stating that for now, it is subject to change.
- Finally, Craig Crouch suggested that the project area not include the areas north of Walnut Grove and west of the railroad tracks, as there are no public lands in those areas.

At this point in the meeting, some members of the group expressed confusion as to why the North Delta project will not be incorporating any actions that are solely for ecosystem restoration. Aimee explained that the Ecosystem Restoration Program Steering Committee is not sure that they want a precedent set for this type of program (North Delta) to be the mechanism for obligation of ERP funds. Rob Cooke explained that now, the North Delta project will need to look at restoration opportunities, develop them, then try to get funding through the PSP process.

The project area debate will be revisited after the project alternatives are developed.

Update on Hydraulic Modeling Effort – Don Trieu, MBK

Don handed out two sets of maps at the meeting:

- a multiple-page general schematic of the model boundaries that includes a delineation of the 1997 flood areas, which they have divided into storage areas (in blue, with arrows delineating levees, road embankments, etc that impound water), and
- an 11x17 schematic of the actual model, with red dots signifying locations of cross-sections.

The flood storage areas have been defined, but MBK still needs to calculate the storage elevation curves from the Staten Island LIDAR data they have just received from Airborne One. The model itself, which is being produced in the beta version of HEC-RAS, is not calibrated yet, but it is up and running, with about 25% to 30% of the model done. They will have to wait until calibration is complete before they make decisions about some of the assumptions. Calibration will be based on 1997's high-water mark data.

A question was raised at this point in the meeting as to what LIDAR data actually is and how accurate it is. Don explained that LIDAR elevation data consists of readings gathered when a laser is shot down at land from an airplane. This method is fairly accurate; QA/QC done on the Staten and Sac County data suggests that 95% of the LIDAR points were within <0.5 feet of data collected through traditional survey methods. The LIDAR has provided readings for Staten Island every 2 feet. Further, the LIDAR data has been calibrated to benchmark data from the Sacramento County Surveyor's office and San Joaquin County.

Basically, according to Don, the first two tasks of data acquisition have been completed, and the next step will be putting the model together and receiving more input from stakeholders/interested groups. Jones & Stokes and MBK will be putting together a revised hydraulic modeling schedule for the next NDIG meeting.

Inclusion of Marina Actions in Project Alternatives – Gwen Knittweis, DWR

Gwen is proposing a public education component of the North Delta project regarding marinas breaking loose during flood events. Historically, flooding problems in the Delta have been exacerbated when marinas break loose, causing boats and other debris to clog channels at bridge crossings. The biggest problems on record were at New Hope Bridge in 1986 and at Miller's Ferry Bridge in 1997. To illustrate the problem, Gwen showed some slides of clogged bridges from those flood events, and Mike Callahan brought a photo of a houseboat that got wedged against a bridge and dramatically reduced channel capacity. The hydraulic model will be able to factor in bridge constrictions such as this.

Walt Hoppe pointed out that the larger issue here is levees breaking, not necessarily unstable marinas. No matter how well-moored a marina is, it probably wouldn't be able to stand up to a levee breaking right above it, sending an enormous pulse of water and debris right through the marina. He mentioned another issue: abandoned docks that could also break loose on the Mokelumne River.

Gil Labrie informed the group that since the flood of 1997, the counties have stepped up stability criteria for new marinas. However, this doesn't solve any problems for the older, deteriorating marinas with structural deficiencies; there is no real way to get into those old marinas and improve their anchorage.

There have been some efforts to quantify the problem; a State Lands Commission (SLC) group was assigned to work on this issue after the flood of 1997, and the Department of Boating and Waterways (DBW) has been working on standards for new marina construction, as well as a cost-share/funding program for marina upgrades.

Ideas from the group for potential actions:

- Bridge modifications to make it easier for boats and debris to pass through without clogging. A ballpark projection for cost would be \$4.5 million for New Hope Bridge and \$3 million for Miller's Ferry Bridge.
- Provide funding to existing marinas to improve stability – Gwen said this will be quantified as part of alternatives development
- Public education in cooperation with DPC and DBW – Topper Van Loeben Sels argued that this would be a low-cost alternative to get awareness out to the public that boats should be moored better, or removed from the water during the rainy season, but that this would have to be an ongoing process, since there are new boat owners every year.
- More stringent design code regulations
- Flood response plans for marinas – it was pointed out that this would be tough to implement, since the marinas usually only have a skeleton crew in the winter; not enough workers to get all the boats out of the water in the face of an impending flood event.

Gwen would like to hear any more ideas the group may have to address this issue. If you have any more ideas, please e-mail them to Gwen at gwenk@water.ca.gov.

Website Tour: Mokelumne-Cosumnes Watershed Alliance and North Delta Project – Aimee Dour-Smith and Susan Davis, Jones & Stokes

Susan Davis of Jones & Stokes has been designing a new website for the North Delta Project, incorporating the project area map, notifications of upcoming meetings, information about the different groups (NDIG, NDAT, etc.), and meeting notes. Susan brought in a laptop and projector, and gave the group a tour of the new website, which is not up for public use yet, but should be active on the web by April 24. A notification will be sent to the group when the new website is ready for use on the internet.

The group then provided some suggestions for improvements to the website.

- Add a list (similar to that for the NDAT) of NDIG participating entities
- Include DWR project manager contact information
- Make the link to the project area map more visible
- Add a reference to upcoming meetings on the home page; it's not very intuitive to have to look under "getting involved" to find out what meetings are coming up

next.

- Add a “What’s New” link to home page for quick updates on the project

Other Project News:

North Delta

Gwen gave the group updates on other North Delta issues:

- The North Delta program is still working on securing a federal lead agency; the Bureau and the Corps are deciding between themselves who will end up taking the lead.
- The contract with UCD for work on McCormack-Williamson Tract is in process.
- There will be a meeting on May 1 between DWR and CALFED to discuss ecosystem restoration opportunities.

Sacramento County

Craig Crouch mentioned that Sacramento County now has a new project area; they’re going to be out doing footwork, talking to residents in the next month. Craig suggested joint public meetings for SAFCA’s project and the North Delta project. Gwen thought it might be feasible to put on joint workshops, but probably not joint scoping meetings.

Mokelumne-Cosumnes Feasibility Study

Grant will be providing an update on this at the next meeting.

Lower Cosumnes River Task Force

The Lower Cosumnes River Task Force will be conducting a tour in May; we will update the group when more information is available.

Next Meeting:

The May NDIG meeting is scheduled for 9:30-11:30 a.m. on **Thursday, May 2, 2002**, in room 1142 at CALFED offices.

Action Items:

Item No.	Action Item	Responsibility	Timeframe
1	Review and comment on these meeting minutes	All NDIG members	by 05/02/02
2	Incorporate Walt Hoppe’s change to last meeting’s minutes	Sara Martin	ASAP
3	Invite Ron Ott to give a presentation at the next NDIG meeting on the 2001 DCC studies	Aimee Dour-Smith	ASAP
4	Update hydraulic modeling schedule	MBK and Jones & Stokes	by 05/02/02
5	E-mail any ideas about how to address marina/bridge clogging problem to Gwen	All NDIG members	by 05/02/02
6	Prepare update on the Corps’ feasibility study on the Mokelumne-Cosumnes for May’s meeting	Grant Krienberg	by 05/02/02
7	Update group on Lower Cosumnes River Task Force May tour	Jones & Stokes	By 05/02/02